The road from Koodal to Chandanapalli *via* Nedumonkavu should be made cartable. The local people had opened the road for the most part with the co-operation of the Forest Department. What was now wanted was only to provide one or two small culverts and a bridge.

The village road from Enathu to Kadampanad *via* Mannadi should be made cartable. The people of the locality had opened the road at great expense. A few culverts and bridges alone should be provided by Government.

The road from Enathu to Parakode *via* Chavarukavu should be converted into a cart road.

DEWAN'S REPLY: Mr. Kesavan Unnithan, as regards the question of the Adoor Magistrate's court there is very little work anticipated in that court by the High Court and by the District Magistrate and they do not consider that it is necessary to open one there. However, the matter will be re-examined at the time of the redistribution of jurisdiction of courts.

MEMBER: As there is no work for a full time Magistrate, it is enough if the Tahsildar is invested with magisterial powers.

DEWAN: It will be considered.

As regards the restoration of the Police station at Sasthancotta, the matter will be considered along with the report of the Allocation Officer.

It is better that the existing arrangements continued as regards the inclusion and retention of certain pakuthies in the jurisdiction of Kunnattur Sub-Registry office.

MEMBER:—It is enough if the Sub-Registry office at Thevalakara is transferred to Kadambanad.

DEWAN:—That might be considered.

As regards the conversion of the Kalangurpadom road into a cart road, the Chief Engineer has forwarded an estimate for Rs. 3000 for a bridge and for improvement of the road. It will be taken up and considered.

The Government have sanctioned last month the maintenance by the P. W. D. of the road from Kudal to Chandanapalli *via* Nedumonkavu into a cart road.

The conversion of the road from Enathu to Kadampanad *via* Mannadi and the conversion of the road from Enathu to Parakkottu *via* Chavarukavu are not urgent works and therefore they should wait till other urgent works are completed.

84. Needs of the Karunagapally taluk, Group I.

MR. S. CHELLAPPAN PILLAI (*Member, Karunagapally taluk, Group* I.) said that the Chavara-Sasthamkotta and Karunagapally-Sasthamkotta roads were quite unfit for vehicular traffic. The Neendakara-Karunagapally road was also full of ruts. It was not sufficiently wide for the easy passage of two motor cars running in opposite

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directions. These roads should therefore be widened and improved. The construction of the Kuttivattam-Sasthamkotta road and the Maruthurkulangara-Karunagapally road was making very slow progress. The work should be speeded up. The people of Panmana had spent much energy, time and money in the construction of a village road in the locality. Government should take over the road for departmental maintenance. Bridges should be constructed at Kallukadavu, Champakadavu, and across the Pavumpa canal. Kallukadavu was an important ferry on the Karunagapally-Sasthamkotta road and a bridge there was quite indispensable. Champakadavu was an equally important crossing, and a bridge there was a long felt want. A bridge across the Pavumpa canal was also an urgent necessity.

The Pavumpa canal should be dredged and deepened.

A jetty should be built at Maruthurkulangara.

Chavara was a flourishing place with several public institutions like an English High School, a Vernacular Middle School for boys, another for girls, three or more primary schools, a Magistrate's court, a Police station, a dispensary, a grant-in-aid Vaidyasala, a Sub-registrar's office, an Anchal office, a Post office and the like, and heads of departments and other prominent people very often visited the place on some business or other. Considerable inconvenience was felt by them in the matter of their stay there, and it was highly necessary that a satram, or a travellers' bungalow or at least a camp-shed was put up there.

Embankments should be constructed on the sides of the Chavara canal. If this was not possible a grant-in-aid should be given for the construction of embankments.

The English High School at Chavara had no compound walls. This should be provided very soon.

It was long since a site was acquired by the Government for the construction of a building for the Magistrate's court at Chavara. This compound was not yet utilised for any such purpose. The police station at Chavara had not also sufficient accommodation, and the lock-ups in that station were not safe.

Another matter of vital importance was the necessity of a substantial building for the court house of the Karunagapally Munsiff. The matter was brought to the notice of the Government on many occasions.

The people of Thodiyur, Myinagapally and Karunagapally found it difficult to go to the Chavara Magistrate's court. Hence it was desirable that the Tahsildar of Karunagapally should be invested with magisterial powers.

Thekumbhagom, Neendacara, Chavara, Panmana, and Thevalakara were a few miles away from Karunagapally and the court-going public experienced immense hardship in walking all the way to Karunagapally. An additional Munsiff's court should therefore be established at Chavara. The strength of the police force at Chavara should be enhanced by the addition of at least two constables.

It was reported that the Re-allocation Officer had recommended the shifting of the Chavara Police station to Sasthamkotta. Sasthamkotta was not so populous as Chavara, the number of crimes was also

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more at Chavara, and the Magistrate's court was located at Chavara. For these obvious reasons, there was an unavoidable necessity of locating the Police station at Chavara itself, and that too near the Magistrate's court.

In the matter of the registry of documents the people of Panmana experienced immense hardship in going over to Karunagapally. The Sub-registrar's office at Chavara was located at Panmana but an individual residing next door to the Sub-registry office had to seek another office miles away to get his documents registered. It was high time that this difficulty was put an end to, by the inclusion of the Panmana pakuthi within the territorial jurisdiction of the Sub-registrar's office at Chavara.

Government should direct the authorities concerned to bestow more attention on the distribution of agricultural loans in the taluk.

Puthenthura was a fishing centre and the want of a fish-curing yard was keenly felt by the fishermen there. They were not deriving any benefit from the yard at Neendakara or from the newly opened yard at Pandarathuruthu.

There was apparently no restriction at present as regards the registry of fishing stakes in the Ashtamudi lake. It was reported that the majority of the stakes were registered in the names of well-to-do citizens. Fishing stakes should at least in future be registered in the names of professional fisher-folk only.

Karunagapalli taluk was not a hilly tract. It was wanting in grazing grounds. Agriculturists therefore found it rather difficult to graze their cattle. Government should reserve pasture-lands at least in two important villages of the taluk.

The people of Karunagapally did not get the benefit of the Mavelikara veterinary hospital. Mavelikara was something like fifteen miles away from Karunagapally and something like twenty-five miles away from Neendakara. A veterinary hospital should be established at Karunagapally.

The Chavara Vaidyasala should be raised to the first grade.

The dispensaries at Karunagapalli and Chavara should be converted into hospitals.

Much hardship was caused to the ryots of Thodiyur owing to the fact that Punja cultivators of the Thodiyur kayal drained the poramboke canals on either side of it. These poramboke canals were feeder canals to the extensive tract of nanja lands surrounding them. The draining of the canals should be prohibited.

Land Revenue subordinates planted demarcation stones on poramboke lands in the possession of the ryots of Karunagapally without giving them adequate and previous information, and subsequently the cost was realized at exorbitant rates. This practice should be discontinued.

A public market should be established at Chavara.

Sriramavarmapuram market at Karunagapally should be provided with suitable accommodation.

Cattle pounds should be opened in the different villages of he taluk or at least at Chavara and Karunagapally.

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DEWAN'S REPLY: Mr. Chellappan Pillai, you gallopped through your representation at such a tremendous pace that I am afraid I was not able to follow you. The only thing that I seem to remember as emerging from your rapid rush is that you and the member who last spoke are pulling in different ways. You want the existing police station kept at Chavara and the other member wants it with equal insistence transferred to Sasthancotta. Upon that point I am not able to make a pronouncement. I shall have to consider both your representations side by side.

As for the other points I am afraid I was not able to follow all your representations under twenty eight different heads here. I suggest that you go over them and pick out four of the more important and communicate them to the Secretary.

85. Needs of the Karthikapally taluk.

MR. M. N. GOVINDA PILLAI (*Member, Karthikapally taluk*) spoke on the following needs of the taluk:—

A magistrate's court should be established at Haripad. If this was not possible, the Tahsildar, Karthikapally, should be invested with magisterial powers. Besides the inconveniences of a distant journey to Kayancolam, the people had, for want of a magistrate's court at Karthikapally, to suffer many hardships caused by the local police.

The estimates for the Haripad-Elanjimel road, Haripad-Viyapuram road, and Karthikapally-Kayancolam road should be immediately sanctioned and the works should be executed in the current year itself.

Two new roads should be opened from the Nangyarkulangara-Kayancolam road at a distance of two miles from each other, through the Muthukulam and Keerikad pakuthies, westwards to the backwaters. The roads should also be metalled.

A bridge should be built at the 2nd mile of the Danapadi canal and another on the Pulikizhu river.

The Karthikapalli dispensary was now accommodated in a rented building. Government had acquired a site at a cost of Rs. 18,000 for erecting a building for the dispensary. But this land was lying waste. A dispensary should be immediately built on this site.

Parapet walls should be constructed on the eastern bank of the Danapadi canal. A sum of Rs. 500 was now being spent annually on the maintenance of the canal banks. This expenditure could be saved by the erection of parapet walls.

The Kudilil canal should be extended by about 47 links to the west and connected with the Danapadi canal. The extension of the canal would benefit the paddy fields on either side and provide an easy route where a circuitous journey of about 10 miles would otherwise be necessary.

The Haripad municipality should be abolished. The existence of the municipality was nothing but burdensome to the poor inhabitants. It existed only to exact money from poor people, who had to take out licences for every other thing, to pay house-tax and profession tax and all kinds of taxes and tolls. But these exactions and the grant awarded

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